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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX NO. 22. CLEVELAND, O., JUNE 2, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The schooner Winslow, Captain John Connor, brought down 1511 gross tons of ore from Ashland to Lorain.

The new propeller Cambria was inspected Tuesday. The boilers stood a hydrostatic pressure of 225 pounds to the square inch. The new boat is allowed 150 pounds of steam.

The dismantled hull of the old steambarge Mary Mills, wrecked by ice in the Maumee in the winter of 1885, has been purchased by Sheboygan parties who will put the machinery of the recently burned barge G. P. Heath into it.

The Vessel Owners' Towing Association is now quite complete. The tugs belonging to the association are the John Gregory, Forest City, W. D. Cushing, Tom Maytham, R. K. Hawley, Paddy Murphy, J. D. Dudley, and Dreadnaught.

Frank Gardner, a sailor on the schooner Wagstaff, was caught in the halliards and thrown violently on the deck during a squall off Cheboygan on the 24th and suffered severe injuries from which he died. His wife and two children reside in this city.

Ore freights have been generally advanced. The Escanaba rate is 5 cents higher, at $1.45 and one shipper paid $1.75 for two large Marquette carriers. Still there is a demand for more tonnage at this figure, and it is undoubtedly the rate. For coal to Duluth 90 cents was paid, an advance of 5 cents.

It is said that as soon as the commissioner of navigatien will consent the name of the recent purchase by the Cleveland syndicate, the steamer American Eagle, will be changed to Euclid. If the commissioner knows what the Euclid is it is possible that he may suggest that the steamer remain in the bird class and that she be called the Rooster.

The propeller Saginaw Valley on her last trip up delivered freight in Green Bay exactly five days from New York City. She stopped at Cleveland, waited four hours at Detroit for a gang of 60 railroad men and their teams, and also stopped at Cheboygan and Menominee. If this fast business continues the railroads will not be needed much longer except to cross the Rocky Mountains with.

The report of Commissioner of Navigation Merton, shows the tonnage of the steamer Maurice B. Grover, of Cleveland, to be 1995.90 gross; the Cambria of Cleveland, 1878.10 gross; the Wyoming of Buffalo, 1952.80 gross; F. & P. M. No. 3, of Saginaw 924 60 gross; Atlantis, of Mt. Clemens, 107.20 gross; Jennie A. Desmond, of Buffalo 32.02 gross; Vestey V. of Muskegon, 95.12 gross; making a total of 6985.74 tons for the week ended May 28.

Three thirty-seconds of the barges Rube and May Richards were sold in Cleveland last week on the basis of $48,000 for the Rube and $12,000 for the May. John T. Hutchinson bought from C. L. Clark one thirty-second of the propeller for $1,500, and an equal amount of the schooner for $375. S. A. Mintz, Mr. Hutchinson's son-in-law, takes one-sixteenth of each of the boats from J. B. Zerbe at $3,000 for the steamer and and $750 for the schooner.

Meteorological summary for the week ending June 1:

Mean barometer	29 83
Mean temperature	61 1
Mean humidity	78.8
Total precipitation, inch	1.61
Prevailing direction of wind	S.
Total wind movement	1575
Av. cloudiness	6.2
Av state of weather	Fair.
Max. temperature, highest	80.7
Min temperature, lowest	48.6

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

The Merchants' line of steamers between Chicago, Montreal, Cleveland, and Toronto has issued its prospectus for the season just opened. The line comprises the steamers Armenia, Cuba, and California as passenger carriers. These steamers will run regularly between Montreal and Chicago, calling at Toronto, Cleveland, and Windsor during the season of navigation, passing through the beautiful scenery of the Thousand Islands and through the Welland canal, as well as affording its passengers a visit to Niagara Falls. The vessels have been entirely refitted and refurnished during the winter. Going east from Chicago stops will be made at Sarnia, Windsor, Detroit, Cleveland, Port Colborne, Point Dalhousie, Toronto, Kingston, Brockville, and Prescott.

We noted some weeks since that Captain Philip Minch, one of the greatest hearted men that ever owned or sailed a boat, was confined to his home by illness. Advices from his bed side are not encouraging.

It appears that quite a number of our readers have learned that while on a business trip to Detroit the editor man of the MARINE RECORD injured himself by jumping from the deck of the new steamer F. & P. M. No. 3 to the deck of the new composite steamer Fayette Brown, and many inquiries regarding the accident have been received. In figuring up damages we find that two bones in the ankle are broken and the ankle sprained, but under the skill of Dr. F. F. Armstrong, an old army surgeon, it is believed that the patient will be on deck in the RECORD office in about three weeks. In the meantime some of the friends we have been making in the last twenty years will see that the RECORD does not miss a number. As soon as the editor man gets around he will go and see Captain Dell Moffat, who used his legs as fenders to keep another tug from marring the paint on his favorite and had them broken and crushed. When this editor man goes fooling around new steamboats in Detroit again he will assume the dignity of an editor and either slide down a rope or crawl down a ladder.

PORT HURON.

Special to the Marine Record.

Tug Sweepstakes passed down with the largest tow of the season, schooners F. A. Georger, R. B. Hayes, C. C. Barnes, Delaware and M. S. Bacon. The total tow bill is $869. Captain John Miller can get there just the same.

Mr. Ed. J. Kendall, the marine reporter at this port, has a small boat on the river day and night, and will deliver all mail and orders that come in care of the office. Be sure and give name of boat as well.

Mr. John W. Thompson, Jr., has purchased of James Moffat 100 feet of dock front, which gives him 475 feet of river front. He is building a new dock, is having a dredge at work on the front, and when all is completed he will have the finest freight and coal dock in this place. He will fit his coal dock with a steam hoister to unload coal, and to coal double-deck steambarges. John is bound to not be outdone by anyone. He wants to be able to unload a boat of 600 tons in ten hours or quit.

The new and much-needed ferry Hiawatha is on the route between here and Sarnia. She is a fine boat for the place.

The steamer A. J. Wright is at Fitzgerald's, fixing her shoe which was bent some time ago. She will be all ready to go her route in a day or two.

Steambarge S. E. Curtis has a contract to deliver at Sand Beach from here 680,000 feet of pine timber, to repair the harbor breakwater.

Well, since I began to write for this week I happened to look out and there comes the notorious John Miller with his favorite tug, the Sweepstakes, with another large tow. This time he had five, the tow bill amounting to $683. How is that for high?

The fast steamer Mary made her first trip to Detroit Sunday with a fair crowd of passengers.

The captain of the barge Autonto who got out of Buffalo without an insurance on his coal cargo, says if he can only get another load he will be able to buy on a A2½ rate by the way some are sold. JAY.

CHICAGO.

Special to the Marine Record.

Lumber freights have gone up one shilling all around this week.

The lumber shovers had a great day last Saturday. There was such a large fleet of vessels in with lumber, cedar posts, and ties that many had to wait over until Monday before gangs could be got ready to unload them.

At Miller Bros.' drydocks the schooner John Raber was in for some new stanchions, stringers and rail, also some new plank on her top side; the schooner Commerce for a new fore foot, a piece of new keel, and calking; the tug Alpha was in dock for a new stern bearing and repairs to wheel and stern; the schooner O. R. Johnson for calking; one of Burdock's sand scows for a new end and corner pieces.

The new arrangements of the Goodrich line are now completed. The City of Ludington and Menominee will alternate between Chicago and Muskegon, leaving Chicago every evening at 7 o'clock, arriving at Grand Haven at 5:30 o'clock the next morning, and at Muskegon at 8 o'clock. At Grand Haven the boats connect with the fast express on the Detroit, Grand Haven & Milwaukee railroad, so that passengers can reach Grand Rapids at 6:45 a. m. and Detroit at noon. Returning, the boats leave Muskegon at 3:30 p. m. and Grand Haven at 8:30 p. m., arriving at Chicage at 6:30 a. m. The De Pere will be placed on the west shore route, leaving Chicago every Tuesday night and touching at Kewaunee, Ahnapee Lily Bay, Jacksonport, Bailey's Harbor, thence through Death's Door to Escanaba, Fayette, Garden Bay, Menominee, and Green Bay, and arriving back at Chicago the following Monday. This route will prove popular with tourists, as it is one of the most delightful excursion trips that can be made on the lakes.

Charley Dalton, engineer of the tug J. V. Taylor, had his hand badly injured Monday while oiling the machinery.

Grain freights are firmer, 3¾ cents being paid on wheat to Buffalo.

The schooner John Shaw had her load of 1886 tons of coal unloaded at one of Robert Law's docks on Monday in eight hours.

The new steambarge, built for Captain John Lang, of this city, and Mr. Thompson, by the Grand Haven Shipbuilding Co., at Grand Haven was launched on Saturday last. She was named the Thomas R. Scott.

The fine passenger and freight steamer Wisconsin, Captain W. F. McGregor, arrived here last week with railroad ties from Georgian Bay. She left Sunday last with 60,000 bushels of oats for Midland, and will return with cedar posts.

The propellers Haskel, Lehigh and Arabia were loaded with grain at Armour & Dole's A elevator on Sunday last.

The Dunham wrecking and towing company's scow Moses Gage left here Sunday last with a complete wrecking outfit including the splendid pump which raised the cargo of coal out of the schooner Wells Burt, for Detour, to pump the cargo of coal out of the schooner City of Sheboygan, and raise her.

Captain William Gray, an old lake commander, died in the poorhouse of Juneau county, Wis., at the age of 77 years.

The steambarge White and Friant, Captain C. T. Brown, arrived from Bay City, Tuesday, evening with 290,000 feet of lumber, and consorts Parana 487,000 feet lumber, Sunshine 470,000 feet lumber, and William Crosswaithe 420,000 feet lumber. She also towed the schooner Dorcas Pendell with 850 tons of coal, from Buffalo to Milwaukee.

Captain David Dall, returned from Grand Haven, Tuesday, where he had been getting his schooner William Jones, put in good shape at T. W. Kirby's shipyard. The Jones will load lumber for Chicago, Thursday. Captain Dall is suffering from lameness in his right leg from over exertion. The first cause of his lameness was from injuries he received in August 1862, when the tug Union, towing the schooner S. V. R. Watson, out of Chicago on her first trip, blowed up and killed Captain Daley, her master. The engineer and fireman and Captain Boyd, harbor master. Captain Harding, ship chandler, lost his knee cap and was crippled for life. Captain David Dall who was setting on the pawl post was blown into the air and had his shoulder blade broken and his right leg badly twisted out of shape and injured. Captain Jonn Prindiville, who was aft luckily escaped without injury.

A collision occurred on Wednesday afternoon near Lake street bridge between the propeller Coffinberry, coming down the river, and the schooner Mary D. Ayer, going up. The latter had her jibboom, bowsprit and head gear carried away.

Mr. George Warrington, of the Vulcan Iron works, is building a steam yacht, length over all 94 feet, breadth of beam 14 feet, depth of hold 8 feet. Her frames are of oak, and outside planking and ceiling of Georgia pine, which is through fastened and edge bolted throughout. She is of very handsome model and it is calculated will be a very safe as well as speedy boat. Her engine is compound condensing, with cylinders 10½ inches and 18 inches by 16 inches stroke. Her steel boiler is of the Scotch type, 6 feet shell, 8 feet long, to carry 140 pounds of steam, and she will be propelled by one of Farrar & Treft's wheels, 4 feet 8 inches diameter 8 feet pitch. In order to provide for a high rate of speed the boiler fires will be forced by means of a fan blast, the fan being operated by an independent engine, which will also be used for driving electric lights and pumping. She has a stockless anchor, the shank of which will be run up and housed in the hawse-pipe on the starboard bow and connected with a capstan of new and improved design. Her wheel house is being fitted up very handsomely, and will serve as a state room for two persons at night. Her wheel is elegantly constructed and is quite an ornament of itself. The galley is aft of the wheel house, and will be fitted out with wrought iron range and modern utensils. Her main cabin will be mahogany finished with upholstered seats in style very similar to a Pullman car, and will contain eight berths. Between the main cabin and the engine there is a state room, with berths for two persons, on the port side, and a pantry on the starboard side. Aft of the main cabin, on either side, is a lavatory and linen room. The water system, adopted on her, employs compressed air to force water to all parts of the boat. There are accommodations in the forecastle for six men. Above the main rail is a monkey rail of California red wood, with white netting between it and the main rail. She will carry two life boats, with davits abreast of the main cabin. She is schooner-rigged, and when completed will be the finest steam yacht ever built in Chicago, and an excellent opportunity is afforded to gentlemen fond of cruising to purchase one of the best steam yachts on the western waters. She will be launched about the 15th of June. WILLIAMS.

PORT COLBORNE.

The line of range of the Port Colborne lights at the southern entrance to the Welland canal has been changed by the removal of the inner range tower to the inner angle of the east breakwater pier. In its new position the two lights in range, will indicate a line 14 degrees further to the eastward than the old range, and will bear about north half east when approaching the canal. The line of range will lead clear to the eastward of Sugar Loaf reef.

WASHBURN.

Special to the Marine Record.

Vessel men trading to this port, will be pleased to learn that a deputy collector and inspector of customs has been appointed for Washburn, the importance of the port as a shipping point demanding the office. S.

(Continued on 4th page.)

NAVIGATION LAWS OF THE UNITED STATES.

Sec. 4180. Every vessel built in the United States, and belonging wholly or in part to the subjects of foreign powers, in order to be entitled to the benefits of a ship built and recorded in the United States, shall be recorded in the office of the collector of the district in which such vessel was built. The builder of every such vessel shall make oath to the details of construction before the collector of such district, which oath shall be subscribed by the person making the same, and shall be recorded in a book to be kept by the collector for that purpose.

Sec. 4181. The collector shall cause the vessel so built to be surveyed or measured, and the person by whom such measurement is made shall grant a certificate thereof, as in the case of a vessel to be registered, which certificate shall be countersigned by the builder, and by an owner or the master or person having the command or charge thereof, or by some other person being an agent for the owner thereof, in testimony of the truth of the particulars therein contained.

Sec. 4182. A certificate of the record, attested under the hand and seal of the collector, shall be granted to the master of every such vessel, which certificate shall be recorded in the office of the collector, and a duplicate thereof transmitted to the register of the treasury to be recorded in his office.

Sec. 4183. Whenever the master or the name of a vessel so recorded is changed, the owner, part owner, or consignee of such vessel shall cause a memorandum thereof to be indorsed on the certificate of the record, by the collector of the district where such vessel may be, or at which she shall first arrive if such change took place in a foreign country; and a copy thereof shall be entered in the book of records, a transcript whereof shall be transmitted by the collector to the collector of the district where such certificate was granted, if not the same person, who shall enter the same in his book of records, and forward a duplicate of such entry to the register of the treasury; and in such case, until the owner, part owner, or consignee shall cause the memorandum to be made by the collector, in the manner above prescribed, such vessel shall not be deemed a vessel recorded, in pursuance of this title.

Sec. 4184. The master or other person having the command or charge of any vessel, recorded in pursuance of this title, shall, on entry of such vessel, produce the certificate of such record to the collector of the district where she is so entered; and in default thereof the vessel shall not be entitled to the privileges of a recorded vessel.

*Sec. 4185. The fees to be allowed and paid to collectors for services pertaining to the registry or record of vessels shall be as follows: For each certificate of registry or record, two dollars; for each indorsement upon a certificate of registry or record, one dollar; and for taking any bond required by this title, twenty-five cents.

Sec. 4186. The fees to be allowed and paid to surveyors shall be as follows: For the admeasurement and certifying the same, of any vessel of one hundred tons and under, one cent per ton; for the admeasurement of any vessel above one hundred tons and not exceeding two hundred tons, one dollar and fifty cents; for the admeasurement of any vessel above two hundred tons, two dollars; for all other services to be performed by such surveyor, on board any vessel of one hundred tons or upward, having on board goods, wares, or merchandise subject to duty, three dollars; for the like services on board any vessel of less than one hundred tons burden, having on board goods, wares, or merchandise subject to duty, one and a half dollars; on all vessels not having on board goods, wares, or merchandise subject to duty two-thirds of a dollar. All such fees shall be paid by the master or owner of the vessel in which the services shall be performed to the surveyor by whom they shall be performed, if performed by one only, for his sole benefit; but if performed by more than one, to him who shall have the first agency, to be divided in equal parts between him and the other or others by whom the services shall also be performed. But the charge for the measurement of tonnage and certifying the same shall not exceed the sum of one dollar and fifty cents for each transverse section under the tonnage deck; and the sum of three dollars for measuring each between decks above the tonnage deck; and the sum of one dollar and fifty cents for each poop, or closed-in space available for cargo or stores, or for the berthing or accommodation of passengers, or officers and crew, above the upper or spar deck.

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*Recorded vessels: A vessel built in the United States but not yet documented, belonging wholly or in part to a subject of a foreign power, cannot obtain marine documents of the United States, because of her foreign ownership; but whenever she shall have passed entirely into ownership of citizens of the United States, she becomes entitled to documenting as a vessel of the United States, provided the steps necessary to constitute her a "recorded" vessel have been observed. The builder must make oath of the facts before the collector of the district in which the vessel was built, and must countersign the custom house certificate of measurement. The latter must also be countersigned by an owner or his authorized agent, or by the master. The collector must thereupon issue a certificate of record, keeping a copy thereof in a book. A memorandum of every change of master or of the name of the vessel must be indorsed upon the certificate of record by the collector of the district where the vessel may be at the time of the change, or into which she shall first arrive. Upon the entrance of the vessel the certificate of record must be produced to the collector of the district.

THE CHICAGO RIVER.

The substitution of steamers for sailing vessels in the lake carrying trade, which has steadily progressed during the past ten years, has rendered necessary not alone additional dock facilities, but also the introduction of the most modern appliances for speedily loading or unloading steamers on their arrival, as any unnecessary delay entails considerable loss on the owners. The unrivaled water communication Chicago possesses, coupled with the fact that every important railway has terminal facilities here, would lead many to infer that the great commercial center of the American continent would at least possess excellent docks, but such is not the case, for the dock facilities and accommodations here would disappoint the most casual observer. While there are a few substantial and commodious warehouses and docks along the river, for the most part the docks are ill-kept, dirty, and in many instances utterly unsafe, while the "warehouses" are sheds of a cheap-and-nasty grade. This condition of affairs is specially noticeable along the west line of the South Branch from Madison to Harrison streets, where the various railroads monopolize the river front, and where one of the roads has built a projection into the river beyond its original line of docks, which renders the passage in opposite directions of two vessels at that point practically impossible. The result is serious delay and annoyance to the public and to the captains of vessels, because if the signal is given to open either the Adams or Van Buren street bridges by vessels going in opposite directions one has to wait for the other to pass the projection before she can start, and it not unfrequently happens that each bridge is by this means kept open for twice as long as it would be if the obstruction was removed, as it should be. Another great evil that steamboat captains complain of is the system of dredging practiced by the city at the bridges. In most cases the center piers of the draws are defectively constructed, and owing to the foundations not being carried down deep enough to render them secure, it has been found necessary or advisable to dredge as little as possible near the pier. Consequently, while there may be fifteen or sixteen feet of water in the center of the channel each side of the draw, from that point the botton slopes up to the piers, and within a distance of ten feet of the center on either side the water may be two feet shallower, and the depth of water decreases the nearer the vessel gets to the pier. If the sides of the large steamers, which draw fourteen or fifteen feet of water, were built to accommodate the slope adopted by the city dredges, no trouble would ensue, but the difficulty is they are not; hence, when one of them undertakes to pass the draw the bottom sides have to plow through a foot or eighteen inches of solid blue clay, and they stick fast frequently in the draw, resisting every effort of the tugs to move them, and blocking all traffic for half or three-quarters of an hour.

River men also complain bitterly of the course adopted in opening the bridges, which they assert is as much a source of inconvenience to pedestrians as to captains of tugs and steamers. While they are in favor of the bridges being closed from 6:30 until 7:30 o'clock in the morning, so as to enable workmen and others to reach their places of business on time, they claim that if a bridge were to be opened directly it is signaled, a great deal of time would be saved, because if the vessels have to stop between the bridges while waiting for the draw to open, they "get out of shape," and the tugs can not begin to get them in shape again until the bridge is open, whereas if the bridges were opened so that they could pass through without obstruction such delays would be avoided. Not unnaturally they prefer bridges operated by steam, which can be handled easier and will swing faster than a vessel can go, and they broadly assert that if all the bridges were operated by steam instead of by hand, and were opened directly the signal was given, the bridges would not be open one-third the time they now are.

The use of steamers has compelled consignees to increase their facilities for unloading and loading vessels immediately on their arrival so as to avoid delay, as the expense of running a steamer is too great to permit of their lying at a dock longer than is necessary At the North and South Chicago rolling mills, their facilities are such that they frequently unload fifteen hundred tons of ore in ten hours, and where steambarges are used in the lumber trade, a vessel, loaded with 350,000 feet of lumber, can be unloaded and ready to leave again in eight hours after her arrival. Steambarges, however, never bring a cargo which has to wait on the market, as most of the sailing vessels do, but simply take their freight from dock to dock, and, in view of the fact that they are subject to no delay ordinarily, they carry lumber for a shilling a thousand feet less than is paid to sailing vessels.

The largest boat in the lake trade is the Anchor line steel propeller Susquehanna. She is managed by Captain James Todd, and valued at $250,000. Her capacity is 2,300 tons, and she carries 100,000 bushels of corn in 15.6. Besides this she usually carries 250 tons of fuel. Her length over all 320 feet. Traveling between Chicago and Buffalo, she is the largest boat now sailing on fresh water.

There has been a noticeable increase in the depth of the water in the Chicago river since 1856, at which time a boat drawing over ten feet of water could not pass over the St. Clair flats, while now a vessel of almost any draught can pass there in safety. As the water has deepened, vessels have loaded deeper, and with the improvement carried out in the harbor, it is not uncommon for a steamer loaded to sixteen feet to arrive in the river and discharge her freight. In 1856 ten and half feet was the ordinary draught, owing probably to the existence of a bar over which vessels had to pass on entering the harbor, and as there was nothing whatever to protect them from the sea, they used frequently to strike heavily on the bar. That obstruction having been removed, there is now about twenty feet of water in the harbor, and from fourteen feet six inches to sixteen feet in the river, so that a steamer, drawing fourteen feet of water, can pass in and out with perfect safety. The quarter from which the wind is blowing, however, has a perceptible effect on the depth of water in the river, a northeasterly wind causing a rise of two feet, and a southerly wind a fall of the same amount, hence, captains of steamers always anticipate more or less trouble when the wind is in the latter direction.—*Inter Ocean.*

FLOGGING SCENE ON AN AMERICAN MERCHANT SHIP.

Written for the Marine Record.

BY C. M. FLYNN.

NO. V.

On June the 1st, 1854, we left Boston on a trading voyage. For several days the captain seemed very much out of humor. Nothing went right, or fast enough for him. He quarreled with the cook, and threatened to flog him for throwing wood on deck; and had a dispute with the mate about reefing a Spanish burton; the mate saying he was right, and had been taught how to do it by a man who was a sailor. This, the captain took in dudgeon, and they were at sword's points at once. But his displeasure was chiefly turned against a large, heavily-molded fellow, from the Middle States, who was called Sam. This man hesitated in his speech, and was rather slow in his motions, but was a pretty good sailor, and always seemed to do his best; but the captain took a dislike to him, thought he was surly and lazy; and "if you once give a dog a bad name," the sailor's phrase is, "he might as well jump overboard." The captain found fault with everything this man did, and hazed him for dropping a marline-spike from the main-yard where he was at work. This, of course, was an accident, but it was set down against him.

On Thursday evening at 8 p. m., we dropped anchor off Jamestown, three miles from shore at the Isle of St. Helena. The captain was on board all day Friday, and everything went on hard and disagreeably. "The more you drive a man the less he will do" was as true with us as with any other people. We worked late Friday night, and were turned to early Saturday morning. About 10 o'clock the captain ordered our new officer Russell, who, by this time, had become thoroughly disliked by all the crew, to get the gig ready to take us ashore. John, the Swede, was sitting in the boat alongside, and Russell and myself were standing by the hatchway, waiting for the captain who was down in the hold where the crew were at work, when we heard his voice raised in violent dispute with somebody, whether it was with the mate or one of the crew, I could not tell; and then came blows and scuffling. I ran to the side and beckoned to John who came up, and we leaned down the hatchway, and though we could see no one, yet we knew that the captain had the advantage, for his voice was loud and clear:

"You see your condition? You see your condition? Will you ever give me any more of your jaw?"

No answer, and then came wrestling and heaving, as though the man were trying to turn him.

"You may as well keep still, for I have got you," said the captain. Then came the question:

"Will you ever give me any more of your jaw?"

"I never gave you any," said Sam; for it was his voice that we heard, though low and half choked.

"That's not what I asked you. Will, you ever be impudent to me again?"

"I never have been, sir," said Sam.

"Answer my question, or I'll make a spread-eagle of you. I'll flog you, by G—!"

"I'm no negro slave," said Sam.

"Then I'll make you one," said the captain, and he came to the hatchway and sprang on deck, threw off his coat, and rolling up his sleeves, called out to the mate:

"Seize that man up, Mr. A, seize him up! Make a spread-eagle of him! I'll teach you all who is master aboard!"

The crew and officers followed the master up the hatchway and, after repeated orders, the mate laid hold of Sam, who made no resistance, and carried him to the gangway.

"What are you going to flog that man for?" said John, the Swede, to the captain.

Upon hearing this the captain turned upon him, but knowing him to be quick and resolute, he ordered the steward to bring the irons, and, calling Russell to help him went up to John.

"Let me alone," said John; "I am willing to be put in irons."

"You need not use any force," and putting his hand out, the captain slipped the irons on, and sent him aft to the quarter deck. Sam was by this time seized up, as it is called; that is, placed against the shrouds, with his wrists made fast to them, his jacket off and his back exposed.

The captain stood on the deck, a few feet from him, and a little raised, so as to have a good swing at him, and held out in his hand the bight of a thick heavy rope. The officers stood round and the crew grouped together in the waist. All these things made me sick and almost faint, angry and excited as I was. A man, a human being, made in God's likeness, fastened up and flogged like a beast! A man, too, whom I had lived with and eaten with for months, and knew almost as well as a brother. The first and almost uncontrollable impulse was resistance; but what could be done? The time for it had gone by. The two best men were fast, and there were only two others besides myself and a small boy, ten years of age. Then, there were besides the captain, three officers, steward, agent and clerk. And, aside from the numbers, what is there for a sailor to do. If they resist, it is mutiny; if they succeed and take the vessel it is piracy. If they yield again their punishment must come; and if they do not yield they are pirates for life? If a sailor resists his commander he resists the law, and piracy or submission are his only alternatives. Bad as it is it must be borne. It is what a sailor ships for.

Swinging his rope over his head and bending his body, so as to give it full force, the captain brought it down upon the poor fellow's back, once, twice, six times.

"Will you ever give me any of your jaw?"

The man writhed with pain, but said not a word. Three times more. This was too much, and he muttered something I could not hear. This brought as many more as the man could stand, when the captain ordered him to be cut down and brought forward.

"Now, for you," said the captain, making up to John, and taking his irons off. As soon as he was free he ran forward to the forecastle.

"Bring that man aft," shouted the captain.

The second mate, who had been a shipmate of John's, stood still in the waist, and the mate walked slowly forward; but our third officer, anxious to show his zeal, sprang forward over the windlass and laid hold of John; but he soon threw him from him. At this moment I would have given worlds for the power to help the poor fellow; but it was all in vain. The captain stood on the quarter deck, bare-headed, his eyes flashing with rage, and his face as red as blood, swinging the rope, and calling out to his officers:

"Drag him aft! Lay hold of him! I'll sweeten him!" etc., etc.

The mate now went forward, and told John quietly to go aft; and he, seeing resistance in vain, threw the blackguard third mate from him and said he would go aft himself; that they should not drag him. He went up to the gangway and held out his hand, but as soon as the captain made him fast, the indignation was too great and he began to resist, but the mate and Russell holding him he was soon seized up. When he was made fast, he turned to the captain, who stood rolling up his sleeves and getting ready, and asked him what he was to be flogged for.

"Have I ever refused to do my duty, sir? Have you ever known me to hang back, or be insolent, or not to know my work?"

"No," said the captain; "it is not that I flog you for; I flog you for your interference, for asking questions."

"Can't a man ask questions here without being flogged?"

"No," shouted the captain; "nobody shall open his mouth aboard this vessel but myself!" and began to lay the blows upon his back, swinging half around between each blow, to give it full effect. As he went on, his passion increased, and he danced about the deck, calling out as he swung the rope:

"If you want to know what I flog you for, I'll tell you. It's because I like to do it! It suits me! That's what I do it for!"

The man writhed with pain until he could endure it no longer, when he called out with an exclamation, more common among foreigners than with us:

"Oh, —— ——!"

"Don't call on Jesus Christ," shouted the captain; "he can't help you! Call on Captain T——! He's the man! He can help you! Jesus Christ can't help you now!"

[*Concluded Next Week.*]

The Standard Oil Company are about to contract for the construction of an iron tank steamship for the coastwise trade to carry 260,000 gallons in bulk. She will be 192½ feet long, 30½ feet beam, and 16 feet depth of hold, with triple expansion engines, steel boilers, with forced draft and all latest improvements in marine engineering.

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Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express.....	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express.....	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 15 A M
No. 23, Cleveland Express.....	*2 15 A M	
No 3, Chicago Express via " ..	§5 20 A M	5 35 A M
No 25, Mich Accom Norwalk.....	.....	†5 35 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk.....	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

M. E GAUL, City Passenger Agent.

A. J. SMITH, Gen'l Pass. Agt., Lake Shore Block

H. D. COFFINBERRY, PRES'T. ROBERT WALLACE, VICE PRES'T. WM. M. FITCH SEC'Y.

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Your patronage is solicited, and we trust that the excellence of our work, with fair dealing and strict attention to business, will secure its continuance.

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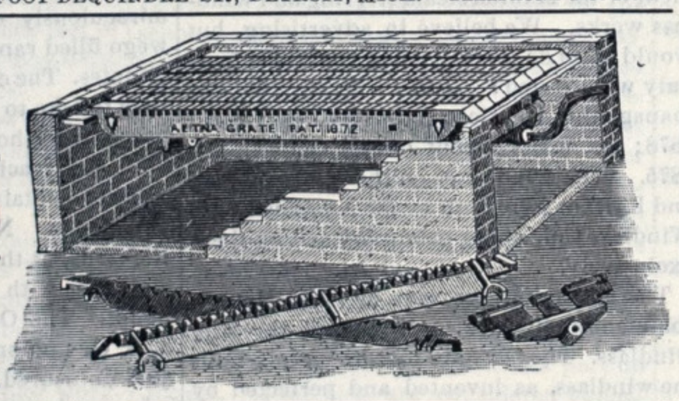

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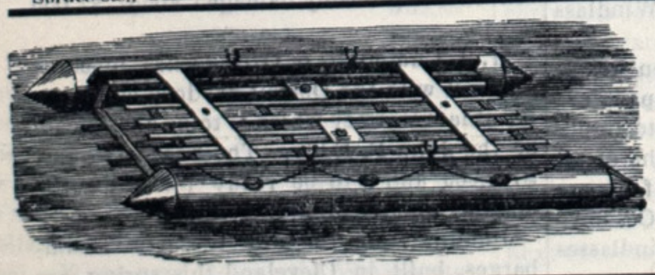
Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



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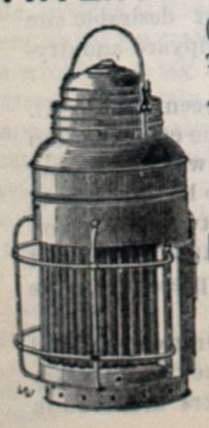

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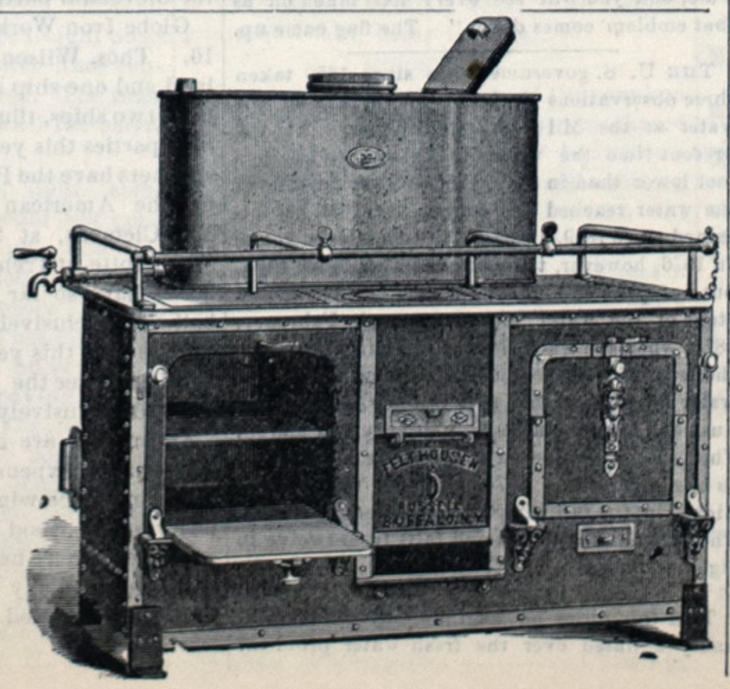

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

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CLEVELAND, O., THURSDAY, JUNE 2.

FOG AND FOG SIGNALS.

Some weeks since we endeavored to show, in an editorial article the uncertainty of sound, and asked attention to the fact that there should be some additional safeguard for steamers and vessels navigating the lakes during a dense fog in its present crowded condition. The recent collision between the steamers Celtic and Britannic, 350 miles off Sandy Hook, calls the subject very forcibly to mind. If the officers and crews on those steamers had not maintained the strictest discipline after the collision many lives would have been lost, as both vessels had been going at a high rate of speed, and could not check in time to avoid the disaster. On the lakes the damages of a fog are multiplied, and any master will not hesitate to say that he would much prefer to encounter a living gale than to navigate in a fog, on account of the crowded condition of our unsalted seas.

We showed in a previous article on this subject, and in which facts have upheld assertion, that it is utterly impossible to tell from what direction a sound comes unless the cause can be seen, and as vessels lay their course too far from shore to be guided whatever by echoes, as our esteemed contemporary, the New York Maritime Reporter seems to think is the case, it is utterly impossible to at all times prevent accident by collision. As long as there is a difference between the temperature of the water and the atmosphere there will be fog, and as the Maritime Reporter wisely says: "Unless there is some more effective safeguard adopted whereby navigators can penetrate fog, an accident now and then can not be averted. The danger signalling by fog-horns, whistles or bells, as the rules of navigation now require, are not reliable at all times in a fog, which every practical navigator knows. Fog deflects sound to an extent that renders all attempts to determine the direction from which sound proceeds unavailing, and to this cause must be attributed the late collision between the two popular steamers Celtic and Britannic."

There is a humane interest attached to this matter and as the MARINE RECORD has been instrumental in obtaining universal signals between masters and engineers, and will have the pleasure of seeing its efforts regarding uniform steering gear viewed in the right light next season, we will now advocate the adoption of a universal code of fog signals. That the subject has received much attention from lake men can not be doubted, and a system has been conceived by a lake man, Mr. Wichmann, which is practical, and should be adopted unless a better can be advanced. It is known that during a fog the present rules of navigation provide that a continuous volley of fog signals shall be emitted without any other purpose except to make a noise, which is deemed sufficient to serve as a warning that two or more vessels are in the same neighborhood, but neither one of which can tell by the noise made the course of the other. Mr. Wichmann's system, while it will not add expense or labor to the existing custom, will give definite information regarding the course of each vessel, and should attract the attention and influence of steamboat and vessel owners, if not for a human interest, for the interest of economy, and is as follows:

North—One long blast.

North-northeast—One long blast followed by one short blast.

Northeast—One long blast followed by two short blasts.

East-northeast—One long blast followed by three short blasts.

East—Two long blasts.

East-southeast—Two long blasts followed by one short blast.

Southeast—Two long blasts followed by two short blasts.

South-southeast—Two long blasts followed by three short blasts.

South—Three long blasts.

South-southwest—Three long blasts followed by one short blast.

Southwest—Three long blasts followed by two short blasts.

West-southwest—Three long blasts followed by three short blasts.

West—Four long blasts.

West-northwest—Four long blasts followed by one short blast.

Northwest—Four long blasts followed by two short blasts.

North-northwest—Four long blasts followed by three short blasts.

AN IMPORTANT CONVENTION.

The convention at the Sault July 20, under the auspices of the Duluth chamber of commerce, will be of great interest and importance. The convention is to discuss on the spot the progress and adequacy of the government improvements at Sault ste Marie, and the best method of securing appropriations sufficient to complete the work by the time that the demands of commerce will render its use necessary.

The call for the convention will be signed by the boards of trade and other commercial organizations, from Duluth, St. Paul, Minneapolis, Milwaukee, Chicago, Detroit, Cleveland, Buffalo, Philadelphia, New York, Boston, Portland, etc., etc., and each body signing will be asked to send five delegates. The call will be signed also by the president of the Lake Carriers' Association, which body is working in active unison with the Duluth chamber. Free transportation both ways has been offered to the delegates by the Lake Superior Transit Co., the Lake Michigan and Lake Superior Transit Co., by the Detroit and Cleveland Steam Navigation Co., and by the Delta Transportation Co., in connection therewith from Cheboygan and Mackinac to the Sault. The railroads west of Duluth will also do all that the laws will allow in the way of reductions in their through rates. The convention should have an important influence in turning public attention to the great necessity for larger government appropriations for the Sault.

As decoration day, just passed, is supposed to arouse the patriotism of the sailor and soldier, the following incident will be of interest to all Americans and especially American sailors, quoted from the New York Sun: Six sailors from the Dale, perfect specimens of physical development, were detailed to assist in arranging the flags loaned by the navy department for the decoration of the Congregational church for the Grand Army reunion. On reaching the church they found that one of the officers of the church had spread one of the flags along the aisle. "Who put that flag down there?" angrily asked the leader of the sailors. "Mr. ——," said a bystander; "to save the carpet." "It has got to come up; you may be good Christians here, but you are d—d poor Americans. Come aboard the Dale, and you will see every hat taken off as that emblem comes down." The flag came up.

THE U. S. government has since 1859 taken three observations daily of the height of the water at the Milwaukee lighthouse. At the present time the water in Milwaukee bay is a foot lower than in May, 1885. Last September the water reached the highest level it has attained since 1859, a period of twenty-seven years. In 1876, however, the water level was very high, but not quite so high as last year. The lowest stage of the water recorded was in February, 1873, when the water level was four feet below the level of 1838. The annual flood tide of the water is in September and October, and the annual ebb tide in January, February and March. The greatest difference in the water level noted in one year was in 1871, when it was 2.6 feet higher in the fall than in the preceding winter. The lake annually rises and falls from twelve to eighteen inches.

THE fair cities on Saginaw Bay are sorely, sadly agitated over the fresh water problem. We should not mention this but for the fact that one writer proposes to use a steambarge, supplied with immense tanks, to carry fresh water to reservoirs in the different towns along the river. Of all trades for a steambarge to be employed in, carrying water seems the strangest.

RECENT correspondence with the Canadian government has resulted in an understanding that the Canadian regulations in regard to the towing of vessels in Canadian waters and at Canadian ports by American tugs shall be amended so as to extend to American tugs when in Canadian waters "The same rights and privileges as are granted to Canadian tugs in American waters." Complaint is made by the British minister that the privileges covered by section 4,370 Revised Statutes, have not been extended to Canadian tugs when visiting American harbors in the upper lakes. The treasury department has issued a circular to customs officers, calling their attention to the law on the subject, and instructing them to allow Canadian tugs visiting American harbors full privileges under the law.

THE Journal of Commerce calls attention to the fact that the "long and short haul" clause of the inter-state commerce law is going to be of great benefit to our commerce. The difference in rates between the western and eastern coast will cause a great deal of freight, like raisins wines and grain to be sent around by vessel. Already commerce feels the impetus and sailors in eastern ports are gratified by the prospect of a revival of shipping interests. Of course there is considerable freight of a perishable nature that must come by rail, but if the long and short haul clause is allowed to remain, profits will be more evenly distributed.

MUCH satisfaction is expressed that Captain Thomas Wilson and Mr. S. D. Caldwell will continue to act in the Jewett-Lycoming arbitration case. The balance of the appellate committee will now be chosen promptly under the regular rules as laid down by the Lake Carriers' Association, and a decision may be expected today.

IT is said that the U. S. lighthouse tender struck the wreck of the burned tug Kate Moffat in the channel near Presque Isle, where she grounded recently, and suffered some damage. It would be well if the government would take some cognizance of this fact and have the wreck removed by one of the revenue cutters.

THE output of the Minneapolis flour mills last week was 98,320 barrels, against 105,150 for the preceding week, and 135,530 barrels for the corresponding time in 1886.

SOME of our iron and steel built steamboats are developing great speed, the Albany, Tioga, and Jewett, being the principal rivals for honors.

THE Welland canal is open to vessels drawing fourteen feet of water.

PECULIAR ADVERTISING.

We notice under the head of "Commerce of the Great Lakes," in the New York Maritime Reporter, of May 12th, an advertisement of the Manton steam steering and windlass works. We believe in advertising, but would it not do more good in the end if facts only were stated? Jos. P. Manton did not manage the American Ship Windlass Co. till 1878; his management ceased October 1st, 1875. The windlasses on the Miantonomah and Puritan were built by the American Ship Windlass Co., under patents owned by them exclusively.

The article further says Mr. Jos. Manton commenced in 1857 to introduce the iron windlass. The facts are that he merely built the windlass, as invented and perfected by James Emerson, for the Emerson Windlass Co., of Worcester, Mass.

The article further says, out of ten steamers, building in Cleveland, this company are fitting seven. This would seem to imply that he was furnishing seven-tenths of all the windlasses at Cleveland. The facts are that the American Ship Windlass Co. have received the following orders for windlasses for Cleveland parties.

Globe Iron Works Co. ships 12, 13, 15, and 16. Thos. Wilson, for two ships at Cleveland and one ship at Bay City. Jas. Corrigan, two ships, thus making nine for Cleveland parties this year. At Buffalo all three steamers have the Providence windlass, made by the American Ship Windlass Co. At Mt. Clemens, at St. Clair, at Detroit, at Wyandotte, at Trenton the Providence windlasses have so far this year been used, we believe, exclusively. At Bay City there will be used this year five steam windlasses. At Milwaukee the Providence windlass will be used exclusively this year.

When facts are given it will be seen that about all the expensive iron steamships have the Providence windlasses and a large majority of the wood ships. On the seacoast, we believe, there has not been an iron steamship built of any size within the past ten years but has called for the Providence windlass.

[*Around the Lakes Continued from 1st Page.*

DETROIT.

Special to the Marine Record.

The steambarge Westford, having the barges Monitor and Lady Franklin in tow, ran around on the foot of Fighting Island early Saturday morning. The Lady Franklin crashed into the stern of the Monitor, carrying away her whole stern. The Lady Franklin sustained only slight damages. The Monitor was lightered of three-fourths of her deck load and docked in the upper drydock.

The tug Castle, with the schooners S. L. Watson, Penokee, and Wm. Home, and the tug Porter with the schooner George in tow, met in the St. Clair Flats canal Tuesday night. The George had her canvas up, and in passing the Penokee she took a sheer, crashing into the latter, breaking seventeen stanchions, bursting the plank sheer and one plank below the plank sheer, cut the yawl boat in two and carried away the mizzen rigging. The damage to the George has not been learned, at this writing, but it is thought to be slight. The Penokee is loaded with iron ore for Cleveland, and will tow there without making more repairs than are absolutely necessary.

The new steamer Louisiana is receiving her engines and boilers at the upper drydock. She is expected to be ready for sea in about ten days.

The great double ender car ferry for the Straits of Mackinaw is being rapidly put together. Her novel appearance attracts large numbers to the yards every day.

The new steamer F. & P. M. No. 3, has received measurements as follows: Below decks 539.41, between decks 385.19, gross tonnage 924.60, net 678.27. She will probably sail about the last of next week and will be officered as follows: Captain, John Duddleson; chief engineer, J. Collins; clerk, C. J. Keopsell; first mate, J. Russell; second mate, J. Polar; second engineer, John Wambsley; steward, Jas. Magmer. She will go on the route from Milwaukee to Ludington and Manistee.

The work of fitting out the steamer Pearl has been commenced at Clark's drydock. There is a good deal of speculation as to what route she will be placed on this season, but nothing has yet been made public as to her future movements.

About 1 o'clock Monday morning the tug Oswego, Captain John Randall, came into collision with the barge May Richards, Captain Place below Colchester reef about mid channel. The Oswego was in charge of Mate Brown and was cruising around in watch for a tow. On sighting what he supposed was a large schooner he rounded to and attempted to cross the bow of what proved to be the barge May Richards. She struck the Oswego nearly amidships, her jibboom penetrating the wheelhouse of the Oswego and completely demolishing the bunk upon which lay the wheelman, who miraculously escaped uninjured. The Oswego filled rapidly, sinking in less than four minutes. The crew of twelve men had barely time to take to their boat. After being out nearly three hours they landed near Kingsville, and reached Detroit at noon Monday. Neither captains were on watch at the time of collision. No blame is attached to the Richards, as the night was clear. The blame alone lies with Brown for his foolhardy attempt. The Oswego is owned by Captain S. B. Grummond. She is valued at $10,000 and uninsured. She will be raised. The schooner is probably damaged about $1,000 worth.

M. J. Cummings of Oswego has placed a contract with the Detroit drydock company for a new steamer which is to be a duplicate of the John F. Eddy. The boat is to cost $120,000 and is to be ready for sea at the opening of navigation next year.

Judging from the way the new steambarges, built in Cleveland this spring, are passing this port, there must be considerable rivalry among the captains to see who has the fastest boat. ACQUA.

DULUTH.

F. E. Kirby and Alex. McVittie, of the Detroit drydock company, have arrived here. Object of their visit is to be thorough inspection of Duluth's harbor and bay, and to determine upon the most desirable site on which to locate a large shipyard and drydock.

The Hattie Lloyd has been sold to Al. Bishoff and John Hanson, the consideration being $3,500 cash. Bishoff was her former captain and will continue to be in charge of the boat, which will run between here and Superior as usual. The Hattie Lloyd cost originally over $6,000 and at present is in the very finest condition.

The new propeller W. H. Gratwick arrived Sunday afternoon, making the trip from Bay City in 60 hours. The officers are loud in

praise of the sea-going qualities of the vessel. She made nearly 13 miles per hour after leaving Whitefish Point. She loads with wheat for Buffalo. W. H. Gratwick was loaded Monday afternoon, taking her 64,000 bushels of wheat in less than 64 minutes actual loading time. The new steamer Roumania has eight hatches and the elevator men will endeavor to beat the Gratwick's record in loading.

Freights are steady at 6½ cents.

EAST SAGINAW.

Special to the Marine Record.

Pinet Bros., of this city, are loading the tug Geo. N. Bradley's tow at Cheboygan, consisting of the barges Golden Harvest, Conrad Reid, A. Walton and J. S. Austin. with lumber for Cleveland.

A resident of Midland named Wells is building a small propeller to ply between Midland and this city, carrying freight and passengers. She will soon be completed. She will be 48 feet keel and 11½ feet beam, and when loaded will draw four feet of water. The secretary of the treasury has been requested to compel the Tittabawassee Boom Co. to give the boat one-third the channel.

The barges B. M. Baker, Fostoria, Star of the North and Transport are all chartered this trip, stone from Kelley's island to this port, $3.50 per cord.

The three-masted propeller Don M. Dickinson arrived from Detroit at noon yesterday with merchandise. She is commanded by Captain Wm. Roach, formerly of the Saginaw Valley. She will form a freight line with the propeller Sanilac between Saginaw river and Cleveland.

The following order has been issued by the Saginaw Valley longshoremen's union:

Captains and mates of vessels are requested not to hire men from saloons, but in all cases to hire from union headquarters, or by telephone.

Notice—All vessels loading at yards with non-union men on board the vessel will be subject to ten cents an hour above the going rate of wages, when loading with union men. Ten cents an hour extra will be charged for Sunday and night work. Captains may hire and discharge whom they like, but shall not use any abusive language, and shall in all cases furnish ice water. On and after this order, captains shall pay all men who quit or are discharged in cash; no orders received after this date.

By order of Saginaw Valley Longshoremen's Union.

The steambarge White and Friant and tow have gone to Chicago this trip with lumber, and will undoubtedly make another trip.

The tug Nat Stickney, dredge No. 10 and four large scows, coal laden, left the river Thursday, bound for Ashtabula, O.

The schooner Sea Bird brought a load of moulding sand into the river the other day. The captain said he had been six weeks coming from Canada, and never wants a similar charter.

Sunday the tug Peter Smith brought in from Harmon city a raft of 1,000,000 feet of lumber for J. B. Krause, of West Bay City. It will be sawed at the Welsh mills.

A passenger from Alpena states that the tug Niagara was not so badly damaged by lightning as was reported; but all on board were severely shocked.

The steamers Plow Boy and Handy Boy are billed to run from this port to Reservation beach, commencing about June 15 and continuing during the summer months.

O. J. Quinn is progressing finely with the pile driving on the government pier work.

SHAW.

CHEBOYGAN.

S. B. Grummond's wrecking tug Leviathan has gone to release the schooners Watson and Senator, ashore and full of water at the entrance to the St. Mary river. The two latter boats with the schooner Red, White and Blue were towing with the propeller Vernon, destined to Port Arthur with coal. When near Detour the Watson's tow line parted and she went broadside on the ledge of the rocks. The Senator, the last vessel in the tow, struck the Watson's stern cutting her down to the water's edge. Both vessels filled and settled to the decks in water. The wind was blowing from the southeast at the rate of thirty-five miles an hour at the time and a heavy sea was running, making it impossible for a tug to reach them, as the sea made a complete breach over the wrecks. A big sea may break up the Watson completely as she is already in bad shape. The Senator may be released if the weather moderates enough to allow the Leviathan to work at her. The parting of the Watson's tow line at a critical moment is the cause of all the trouble.

KINGSTON.

Last May the Caroline Marsh and F. J. King collided at Port Dalhousie. The court has found that both vessels were to blame, and consequently, must bear the damages equally.

BUFFALO.

Special to Marine Record

The steamer Henry Chisholm, Captain Stone, came in with her consorts, A. Bradley and A. Cobb, and were taken at $1.00, coal, to Chicago. The Chisholm was inspected while in port here by the U. S. local inspectors. She is bound for South Chicago and the consorts for Milwaukee.

The steamer Raleigh and consort James Couch arrived in port with grain from above and are about loaded at $1.10 for Lake Michigan.

A report has reached here that the tug Vernon, Captain R. Prindiville, with a tow of three vessels, the American Union, S. V. R. Watson and Monitor, when entering the river at Detour, in a strong southeast wind and a heavy sea, parted the tow lines of the Watson and both vessels drifted on the rocks and filled. The tug and the other vessel were saved. The Vernon went to Sheboygan for assistance, with the hope of releasing the unfortunate vessels. They are said to be insured for $18,000 and $9,000 respectively.

It was reported to-day that the steambarge J. E. Potts, while on Lake Erie, broke down. Two tugs started up the lake to render assistance.

The barge Planet was in the dock this week for strengthening, refastening and classification, as a grain carrier.

The arrivals from Ohio ports this week were the new barge Anna Bell Wilson with grain from Toledo; cleared for Duluth with railroad iron, in tow of the J. W. Westcott, also with rail. The latter came here from Cleveland, light. The Wadena arrived on the 31st from Ashtabula, light, to load rail for Duluth.

Captain Thomas Wilson, of Cleveland, was in the city this week on business and to look after the damages, if any, on the Wallula, which will be docked for examination and repairs. She is said to be leaking considerably since her release from Pan cake shoal, Lake Superior, where she grounded in the fog on her passage down from Two Harbors with a load of ore. She jettisoned several hundred tons before being released.

The mammoth steel ship Owego will be ready to launch in two weeks. She will be the ship of the lakes without exception.

The Canadian propeller Matowan is in the Mills' dock for repairs; also, the barge S. Faxton for calking; the tug Frank Perew for light repairs.

WM.

Vincent Bidwell, formerly of the firm of Bidwell & Banta, a pioneer lake shipbuilder, died at Buffalo Tuesday. Benjamin Bidwell, his father, resided in Buffalo when the village was burned by the British in 1812. Vincent Bidwell served his apprenticeship as a shipbuilder with his father from 1829 to 1832, and during that period the steamers New York, Daniel Webster, Gov. Marcy, and ship Julia Palmer were launched. In the fall of 1832, when a lad of seventeen years, Mr. Bidwell took command of the schooner Detroit for one trip, the master being sick. From 1836 to 1860 he was engaged in shipbuilding, and for ten years thereafter was a marine inspector, first for the Ætna insurance company and latterly for the underwriters' agency. The Erie railroad then bought, through him, the shipyard of Mason & Bidwell, and he became the superintendent, retiring in 1871.

Bids for material with which to repair the long breakwater will be opened in the government engineer's office at this port on June 9. If the bids are considered sufficiently low it is said work will begin soon after that date.

The Western Transit line has chartered for the rest of this season the new steamer Wyoming, owned by Peter Miller, R. Mills & Company and others. It is understood that the price is about $34,000. She will carry 2,200 tons and will go into commission next Saturday. Captain Peter J. Kenny will command her and she will be run between this port and Chicago. Package freight business is so large that the propeller lines cannot get their warehouses cleared. The lines can carry no coal up, which is all the better for the general vessel owners.

The schooner A. B. Norris, light, came from Fairport because she could not get a coal cargo there quick enough. She was docked to get her bottom calked.

There was a 10 cent advance in coal freights to Lake Superior Tuesday and a general stiffening of rates to other points, Milwaukee for the first time paying the Chicago rate made Saturday. The first Sandusky load of the season was taken. The cause of the advance is the continued demand for ore tonnage and the consequent accumulation of coal here. Ore freights are reported higher. Coal charters reported are propellers Australasia and consorts James Couch and Niagara, Raleigh and consort Polynesia, H. E. Packer, H. A. Tuttle to Duluth and Superior at 85 cents; propeller Fred Mercur and schooner Sunrise to Chicago, and schooner A. B. Norris to Milwaukee at $1.10; schooner Geo. W. Davis to Sandusky at 30 cents.

Canal freights also advanced. Wheat shipped at 4¼ cents and corn at 4 cents to New York.

Coal shipments by lake out of Buffalo to last Saturday evening footed up 338,250 tons, against 301,460 tons for the corresponding time last year. Then freights to Chicago were 55 cents; now they are $1.10.

BAY CITY.

Special to the Marine Record.

The propeller Arundel and steamer Metropolis have changed trips. so that the former will leave port on Saturday. The trip on this day will be extended to Cheboygan, Mackinac and St. Ignace. The time cards are now being gotten out, and the change will be a move in the right direction.

The little steamer Hattie Brown is now engaged in looking for the barge Matilda, which sank last fall in the ice, near Rifle river.

The tugs Robert Boyd and Edgar Haight have been chartered for a ten days' hunting expedition for the sunken tug Anna P. Dobbins. John Prentice, of Saginaw, is the prime mover.

Harry Shaw has contracted to bring 50,000 cedar posts from up the shore to the Saginaw river.

The barge Jane Ralston, Captain Henry Lesser commanding, has arrived in the river with 450 tons of coal.

The log barge Wahnipatae will take 1,300 cords of stone from Kelley's Island to Grand Marie, Lake Superior, for the new government pier.

The Blodgett fleet was in the river during the week and loaded for Buffalo. Owen Blodgett is still the "hustler" for the line, and no better man comes to this port.

The tug Mocking Bird broke her wheel at the mouth of the river Sunday by striking a sunken log. She had a 4,000,000 feet raft in tow for Hill Bros., of Saginaw. She left for Detroit for a new wheel.

Captain Jas. Davidson, of West Bay City, has laid the keel and has partially in frame, a steambarge for himself that will be ready to put in the water before the close of navition. She is 210 feet long, 34 feet beam, and 14 feet depth of hold, and will have a fore and aft compound engine.

N. B. Enger, a sailor on the barge Amaranth, made the mistake of going to look for a man in Bay City and taking with him fifty dollars in money. He met two men who offered to take him to the home of his friend, but when they got Enger in a secluded place one of the fellows drew a revolver, pointed it at the sailor's head and demanded his money, which was given up. A blow in the face then sent Enger to the ground and the highwaymen escaped.

SHAW.

SAND BEACH.

Special to the Marine Record.

The schooners Minnie Davis and Nemesis sought shelter in the harbor on Tuesday.

The propeller Colorado was here nearly all day Wednesday, loading miscellaneous freight for Lake Superior ports.

The propeller Don M. Dickinson gave this port a call Friday, on her first trip over the new freight route.

Schooners Dauntless, A. Ford and Lady Essex sought refuge on Sunday, and the Warrington lay at the lighthouse all day.

Monday the schooner Pandora came in; also, several small craft.

LUFF.

ESCANABA.

Last week the barge Annie Vought sprung a bad leak before her cargo was all loaded and sunk in the slip. The centrifugal pump of the Escanaba Towing and Wrecking Company was placed on board, and pumped the vessel out.

The Morey went to the bottom in ten feet of water north of No. 3 dock, with a steam pump on board, badly leaking.

MINORVILLE.

The machinery and cargo of the sunken propeller W. J. Brown has been purchased from the insurance company by a syndicate of Sturgeon Bay men, who intend putting the machinery in a new tug hull, which will be stationed here to do canal towing and wrecking. The Brown lies in eighty feet of water in Green Bay, and divers go to work at her immediately.

LAKE FREIGHTS.

The market is still firm and strong and the tendency upward on coarse freights, a natural result of the constant increase on coal. Carriers at Buffalo are still in active demand, with the rate at $1.25. The following are the latest quotations:

ORE.

Escanaba to Chicago	95c
Escanaba to Ohio ports	$1.45@1 50
Marquette to Ohio ports	1 70@1.75
Ashland to Ohio ports	2.15
Two Harbors to Ohio ports	2 20

GRAIN.

Wheat, Duluth to Buffalo	6½
Corn, Chicago to Buffalo	3@3¾
Wheat, Chicago to Buffalo	3¼@3½
Wheat, Milwaukee to Buffalo	3½c
Wheat, Detroit to Buffalo	2¼c

COAL.

Buffalo to Milwaukee	1.25
Buffalo to Chicago	1.25
Buffalo to Duluth	85c
Cleveland to Milwaukee	85@90c
Cleveland to Chicago	90@1.00
Cleveland to Duluth	90c

LUMBER.

Bay City to Tonawanda	$2 00
Bay City to Ohio ports	1 75
Saginaw to Tonawanda	2.25
Saginaw to Ohio ports	2 00
Muskegon, to Chicago	1 50
Alpena to Tonawanda	1.75
Ontonagon to Cleveland	3.00

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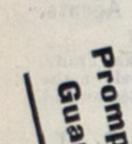

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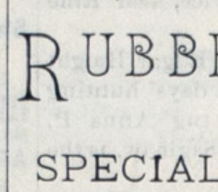

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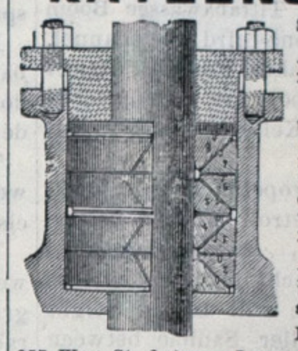

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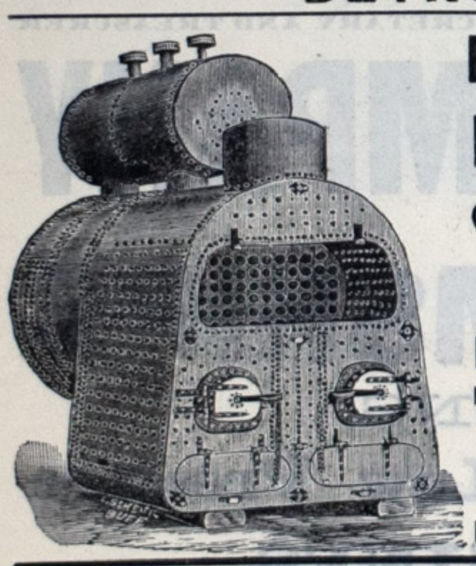

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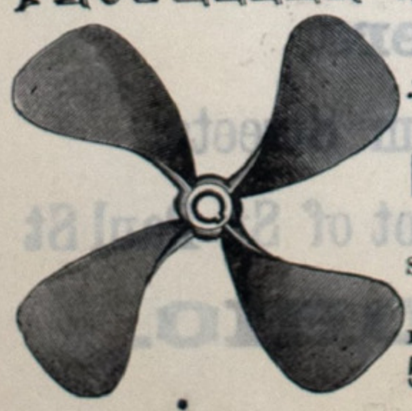

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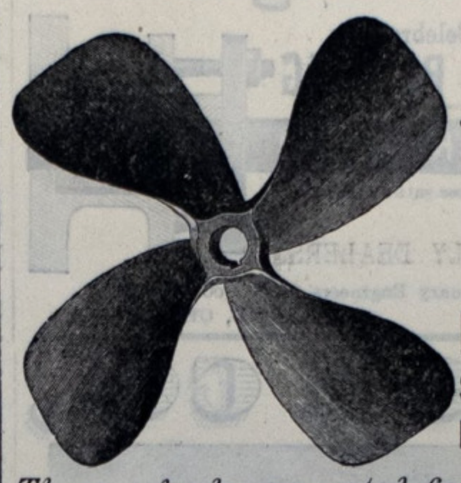

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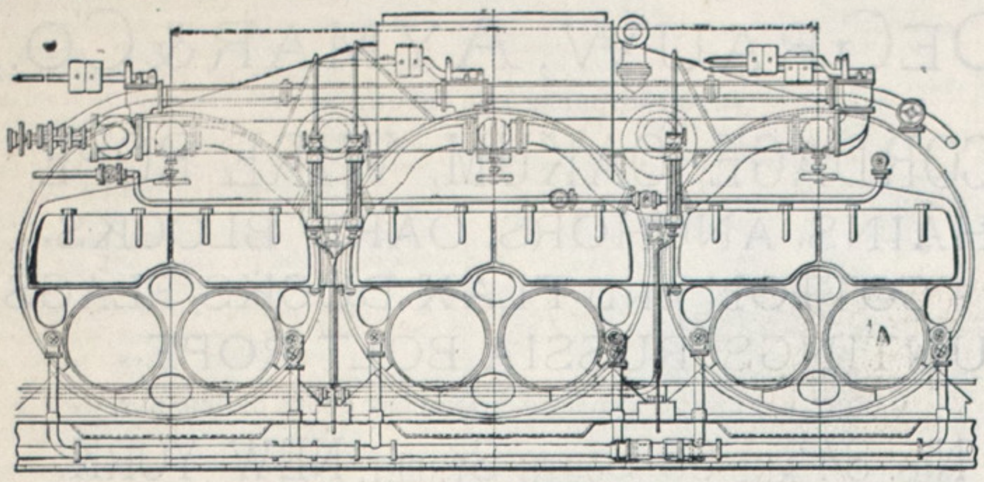

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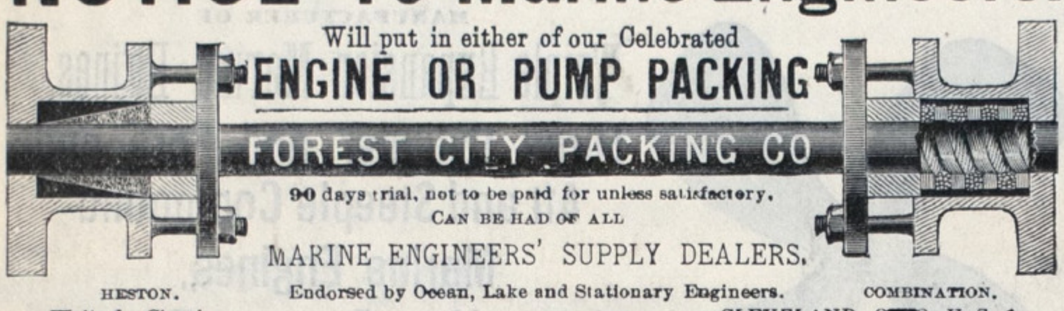
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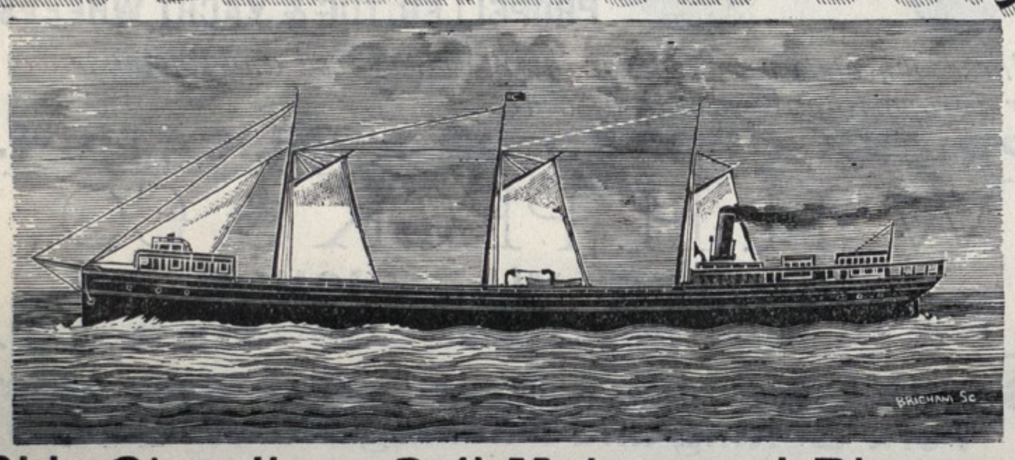

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